(d) Cabinet Ministers of the Central Government.

(e) Governors and Chief Ministers of the States. However, Lt. Governors and the Chief Ministers of Union Territories are not exempted.

(ii) *Foreign*:

(a) President/Head of the State.

(b) Prime Hinister.

(c) Cabinet Minister of VIP of comparable status.

(d) Ambassadors/Heads of Missions such as Charge-de-Affairs, High Commissioners and Acting High Commissioners.

Shipping Tonnage

3088. SHRI BHAGATRAM MANHAR:
SHRI BIR BHADRA PRATAP SINGH:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there is a gap between the present and required shipping tonnage;

(b) if so, what are the year-wise details of the actual tonnage which was required during the Sixth Five Year Plan period and what was availability;

(c) what are the steps being taken by Government to bridge the gap between the required tonnage and the actual availability during the Seventh Five Year Plan;

(d) how much tonnage is required to be added during the Seventh Five Year Plan period keeping in view the replacement of over aged ships and how much actually is likely to be added; and

(e) what are the details of finances required for the new acquisition as well as replacement programme during the Seventh Five Year Plan period and the actual provisions made therefor?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) Sixth Five Year Plan envisaged a target of 7.5 million GRT operative tonnage against which the actual tonnage achieved was 6.31 million GRT. Details of targets and actual achievement year-wise during the Sixth Plan period are as under:—

Period	Actual tonnage required to be added	GRT
		Actual achieved
1-4-80 to 31-3-81	0·39	0·19
1-4-81 to 31-3-82	0·39	0·21
1-4-82 to 31-3-83	0·39	0·15
1-4-83 to 31-3-84	0·39	0·03
1-4-84 to 31-3-85	0·39	0·19

(c) to (e) The acquisition programme in the Seventh Plan would comprise of replacement of overaged tonnage of 2.5 million GRT and acquisition of (i) 0.43 million GRT firm orders for which are under finalisation and (ii) acquisition of spill over tonnage of 0.71 million GRT in the pipeline. The committed liabilities of the Shipping Development Fund Committee for this deferred tonnage (0.71 million GRT) and for

tonnage firm orders of which are under finalisation (0.43 million GRT) is Rs. 695.98 crores. Replacement of overaged tonnage of 2.5 million GRT would also mean substantial draught on resources. However, due to funding constraints, an outlay of Rs. 670.47 crores only has been provided for this purpose. This position is expected to be ractified to the extent possible in the Annual plan allocations depending upon the ability of the Shipping Sector to mobilise resources both from conventional and non-conventional sources and the operational performance of this Sector.

National Truck Permits for Weaker Sections

3089. SHRI RAMSINGBHAI PATALIYABHAI RATHVAKOLI: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there are complaints from Adivasis, Adivasi co-operative organisations and Adivasi areas to the effect that they are not given national truck and bus permits in Gujarat and other parts of the country in comparison to other communities and high caste persons and organisations;

(b) if so, the details of such complaints received during the period from 1st January, 1984 to 31st October, 1985;

(c) how many such permits have been given during the period from 1st January, 1984 to 31st October, 1985 to Advasis, Adivasi cooperative organisations;

(d) whether Government have issued instructions that Adivasi and weaker sections be given more permits under 20-point programme; and

(e) if so, the details thereof and the action taken by various authorities and Gujarat Government in the matter?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) As per information received from the State Govts/UT Admns of Andhra Pradesh, Assam, Bihar, Gujarat; Haryana; J&K; Karnataka, Meghalaya, Rajasthan; U.P.; West Bengal, Tamil Nadu, Arunachal Pradesh, Chandigarh, D & N Haveli; Delhi, Goa; Daman & Diu, Mizoram & Pondicherry; no such complaints have been received by them from Adivasi areas, Adivasi Co-operative Organisations and Adivasis. Information from other States/UTs is still awaited.

(c) Information is being collected from the State Govts/U.T. Administrations.

(d) and (e) In the matter of grant of National Permits for trucks, there exists the provision in the Motor Vehicles Act, 1939, for reservation of permits to Scheduled Castes and Scheduled Tribes in the same ratio as in the case of appointments made by direct recruitment to public services in the State. The Sate Governments have also been empowered to consider making reservations for persons belonging to economically weaker sections of the society. Adivasis are covered under the category of Scheduled Tribes for which statutory provision of reservation has already been made, in case they apply.

4-अप और 5-डाउन रेलगाड़ियां

3090. **श्री सत्य प्रकाश मालवीय :** क्या परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को अभ्यावेदन प्राप्त हुए हैं जिनमें यह मांग की गई है कि 4 अप और 5-डाउन रेलगाड़ियों को उत्तर रेलवे के 130 किलोमीटर लम्बे कोटद्वार-नजीबाबाद-बिजनौर गजरोला खंड रेल मार्ग पर नित्य चलाया जाये, और

(ख) यदि हां, तो उन पर क्या कार्रवाही की जा रही है ?

रेल विभाग में राज्य मंत्री (श्री माधवराव सिन्धिया) : (क) जी हां।

(ख) प्रस्ताव की जांच की गयी है और इसे व्यवहार्य नहीं पाया गया।